SUITLAND PARKWAY,
HENSON CREEK CULVERT HEADWALL AT STATION 274 PLUS 50
375 feet East of Forestville Road and Suitland Parkway
Suitland Vicinity
Prince George's County
Maryland

HAER NO. MD-100-B

HAER
MD,
17-SUIT.V,
1B-

~~PHOTOGRAPHS~~

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
Philadelphia Support Office
U.S. Custom House
200 Chestnut Street
Philadelphia, PA 19106

HAER MD, 17-SUIT.V, 1B-

HISTORIC AMERICAN ENGINEERING RECORD

SUITLAND PARKWAY, HENSON CREEK CULVERT HEADWALL AT STATION 274 PLUS 50

HAER No. MD-100-B

Location:	375 feet East of Forestville Road and Suitland Parkway Suitland vicinity Prince George's County Maryland UTM: 18.337250.4299400 USGS QUAD Anacostia, DC-MD
Date Of Construction:	September, 1943- December, 1944
Engineer/ Architect:	National Park Service for the Public Roads Administration
Present Owner:	Department of Interior, National Park Service 1900 Anacostia Drive, S.E., Washington D.C.
Present Use:	Henson Creek stone culvert headwall
Significance:	This culvert headwall is part of the Suitland Parkway. The Parkway was constructed as a defense access road to Andrews Air Force Base from the District of Columbia. The concept of the parkway called for a layout which complied with the design principles of parkway road design. This includes the use of such elements as stone walls, wood post and guardrails, and stone headwalls. The original stone structure still in place exemplifies the historic significance of the headwall. The Henson Creek stone culvert headwall is typical of what is present throughout the parkway.
Project Information:	In conjunction with the rehabilitation and construction of the eastern section of the Suitland Parkway, this culvert will be enlarged and headwalls rebuilt. These improvements will be made to alleviate potential flooding on adjacent land north of the parkway and provide the safest possible condition with respect to the new road.

Dwight Pitcaithley
Cultural Resources
National Park Service
National Capital Region
1100 Ohio Drive
Washington, D.C.

Summary of Headwall

This culvert headwall is documented as a cultural resource on the Suitland Parkway which was designed as a split multi-lane limited-access landscaped parkway . The Parkway was constructed as a defense access road to Andrews Air Force Base from the District of Columbia. Construction of the Parkway was started in 1943 and the two southern lanes were completed in 1944. Work was halted because the road was no longer needed for war time defense. Manegement of the parkway was then deeded to the National Park Service. Presently four lanes are complete from the Washington D.C. line to Silverhill Road. The remaining portion of the Parkway consists of the two southern landes which host two-way traffic. The road grading and cross-drainage systems were in place for the completion of the entire road before construction stopped.

The concept of the parkway called for a layout which complied with the design principles of parkway road design. This includes the use of such elements as stone walls, wood post and guardrails, and stone headwalls which are typically used throughout the parkways. The Henson Creek stone culvert headwalls are typical of other stone masonry structures present throughout the parkway. The existing stone headwalls still in place were built in the original construction phase from 1943-1944.

Description of Structure

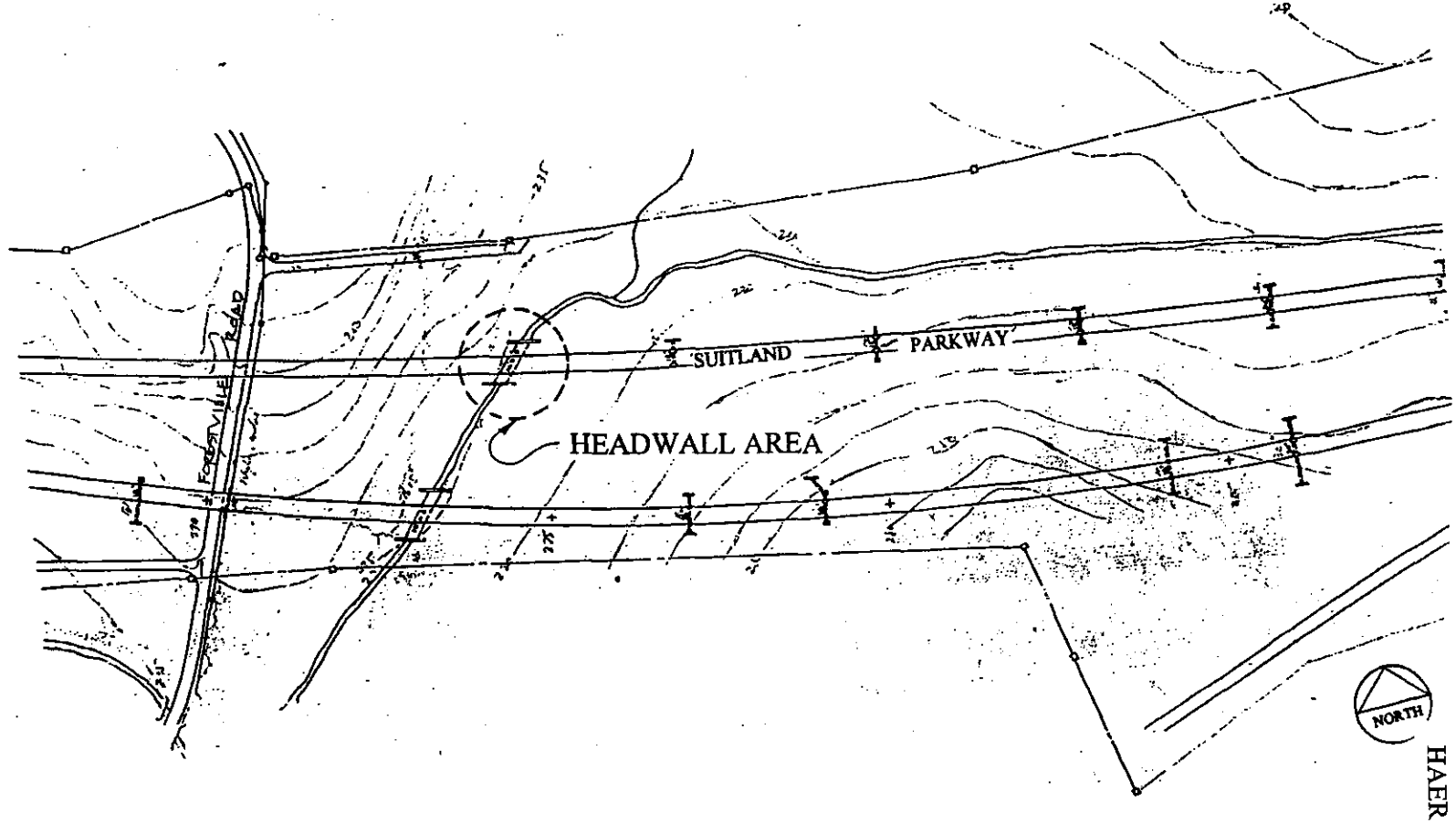
Location: Station 274+50 West-bound road, 375' east of Forestville Road.

Size: Approximately 47'-5" by 8'-6" by 1'-0"; 9" thick stone veneer face, 5'-0" by 16'-0" culvert opening.

Designed by: National Park Service for the Public Roads Administration with design review by the Fine Arts Commission.

General Design Elements: Class 'A' stone masonry, dimensioned stone native to the area. Concrete culvert under road bed.

In conjunction with the rehabilitation and construction of the eastern section of the Suitland Parkway, this culvert will be widened from 47'-5" to 95'-6" and lengthened 25'-0" on the south and 10'-0" on the north and stone headwalls reconstructed. These improvements will be made to the headwall and culvert to accommodate the construction of the new west bound lanes and shoulders. In addition the larger culvert will alleviate the potential of flooding on adjacent land north of the parkway. This will only include work on the culvert and headwalls under the new 'B' road.



SUITLAND PARKWAY CULVERT HEADWALLS
Station 274+50

United States
Department of Interior
National Park Service

Planning and Construction Division
Prepared By
National Capital Parks
Office

HEADWALL for CULVERTS
Name of Job
STA. 275 : APPROX.
Location
CAMP SPRINGS MILITARY HIGHWAY

SUITLAND PARKWAY,
HENSON CREEK CULVERT HEADWALL AT STATION 274 PLUS 50
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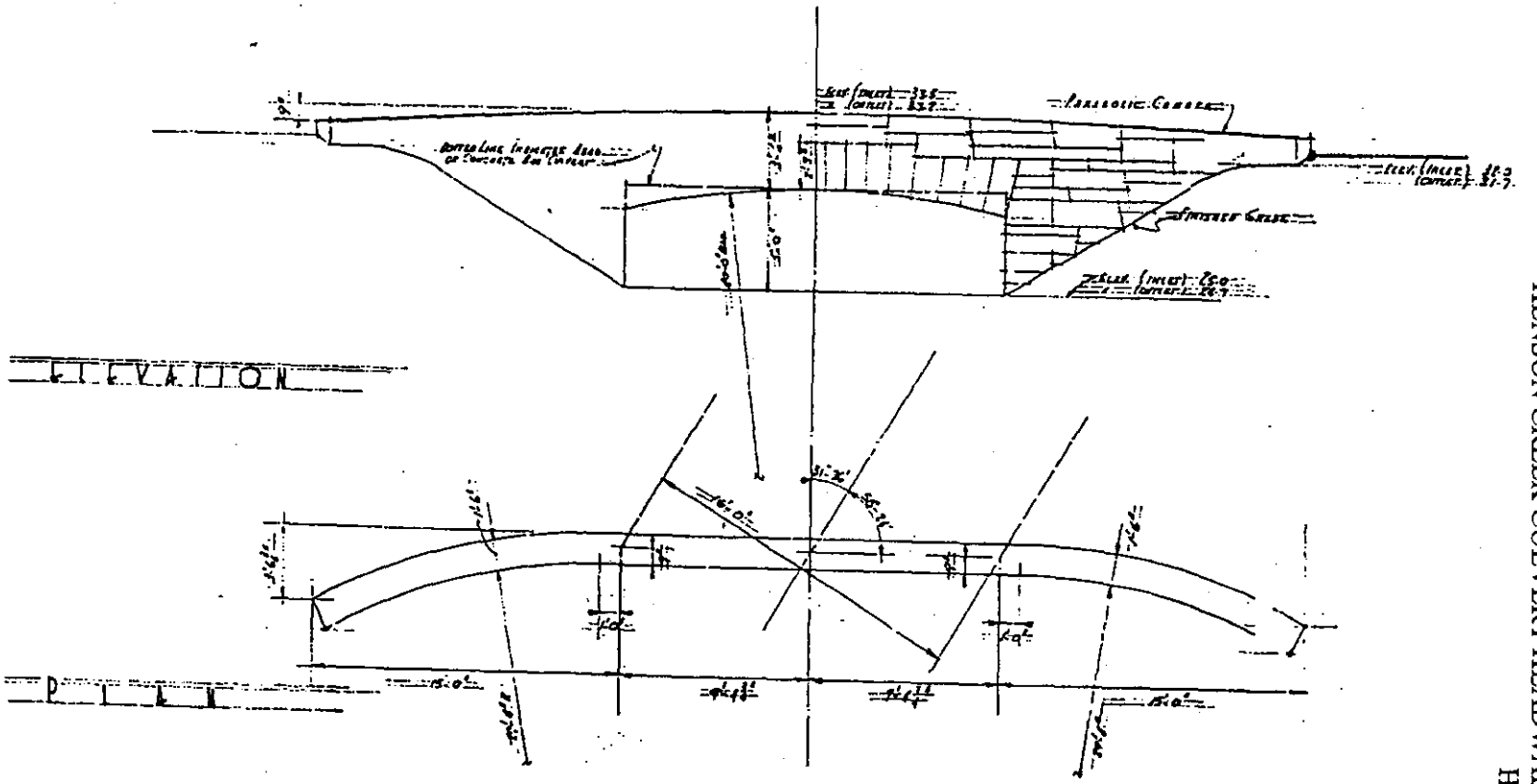

SUITLAND PARKWAY CULVERT HEADWALLS

United States
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HEADWALL for CULVERTS
Name of Job

Location
CAMP SPRINGS MILITARY HIGHWAY

SUITLAND PARKWAY,
HENSON CREEK CULVERT HEADWALL AT STATION 274 PLUS 50
HAER No. MD-100-B (Page 4)